

# Aviation News

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**Piper four-place Skysedan:** First photo of the new Piper Skysedan, 165 hp. four-place family plane, gives a preview of the Lock Haven, Pa., manufacturer's 1947 model. Easy access to a roomy cabin, electric retractable landing gear and simplified construction, to eliminate many structural components are features of the plane. (See story on page 13.)

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Burden presents our points as three-week meeting opens in Montreal.....Page 28



## Curtiss-Wright tunes the Telemeter on the future

Above the earth, the eternal tasking to improve the performance of machines in flight continues as a new example of aeronautical engineering development is tried for performance.

Below, on the ground, every twist and turn of that tiny speck in the firmament is noted and stored, for now elec-

tronics has given men vision beyond the eye's range. Through the new science of television, Curtiss-Wright's Airplane Division has made it possible to relay information only half a hundredth of an inch and instrument readings to a ground station. . . a truly remarkable achievement that marks another milestone in aviation's progress.

One of the Airplane Division's wartime achievements, Telemetering—on this application of television is called—is destined to serve a vital role in the peace which can be assured only by continued maintenance of aerial supremacy. Literally, the Telemeter is focused on tomorrow, pointing into the future for answers to the problems of peace.

With such technological advances in the making, with world flight developments in experimental production, with operations centralized in the modern plant at Columbus, Ohio, and with four decades of aviation experience as a backdrop, America can count on Curtiss-Wright in the future as in the past.

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Meet the Future

## THE AVIATION NEWS

# Washington Observer



**POST-WAR AERIAL SURVEYS**—Agriculture Department spokesmen say contracts for aerial mapping will be awarded later this year. Before the war about 30 firms bid regularly and most of them are understood to be planning to resume operations. A number of new firms headed by veterans will join the industry. Great technical strides were made in the art during the war years. About 70 per cent of the U. S. has been aerially photographed, and the remaining 30 per cent will be completed as soon as possible. Many areas already surveyed, however, must be revised to bring them up to date.

**TUNNEL FOR TUNNELS**—A spread undercover squabble has been underway for months among U. S. agencies over captured Nazi high speed wind tunnels. AAF wants to bury it in one trench for Wright Field. Navy's Bureau of Aeronautics is campaigning vigorously. Army Ordnance, Navy Ordnance, and NACA are the other contenders. All are most eager to obtain the supreme models. Discussions probably will be made eventually by a referee of the War Department general staff, if he sees fit, enough. Several German tunnels already have been "liberated" by one or two of our most aggressive groups.

**SNAG FOR AIR GUARD**—Initial snag in the ambitious AAF plan for an Air National Guard of 2,664 planes, 6,800 officers and 50,000 enlisted men is the reluctance of some states to shoulder the financial burden of this costly program. The AAF wants an Air Guard of 72 fighter squadrons equipped with 1,000 Mustangs and 800 Thunderbolts, and 12 light bomber squadrons using Invaders to bolster the air defense of the United States. However in at least one state which the AAF signed one fighter squadron as part of the defense of the vital Washington, D. C., area has indicated that it cannot provide funds sufficient for even a single squadron.

**REBUILDING THE V-2**—Although the AAF has increased budgets of newspaper clippings from its disassemblers and press releases on its rebuilt V-2 bombs developed by the Nazis, highest Army officers know the V-2 is already obsolete and any attack made on this country would be by improved weapons. AAF's

stated reason for its start-fencing of its own atmosphere rocket was an attempt to "track" such projectiles by radar. Experts hope that much more important work than chasing old-fashioned weapons is underway, however. Indications are that BuAer is busily engaged developing rocket power plants superior to V-2's.

**AAF CAREER PLAN**—Industry opposition is expected to the new AAF-Air Power League plan to "place" both regular and reserve air force officers in all parts of the aircraft industry. The plan provides for a year experience in industry for regular officers but would seek to guarantee permanent jobs for outstanding reserve officers who have been selected through a program of college training. The possibility that these hospitalized men, educated and assigned to the industry by the AAF would feel that their primary loyalty was to the Army and not to their respective firms is cooling some industry enthusiasm for the plan as it's presently conceived.

**MORE GI TRAINING CHANGES?**—Draught revision of standards for veteran flight training, announced today by the Veterans Administration (See Page 7), is expected that a more shortly will be made to persuade VA to undertake further changes. At issue is the training rate on aircraft used for aviator training, which is set at 520 an hour. Many of the larger systems are in fact in use of their high-powered equipment for this purpose, and feel that the VA rate is too low to cover expenses.



Bell conceived this P-40 to carry out expensive research for BuAer.





ONLY 2 HOURS FROM THE OFFICE

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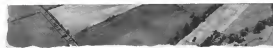
Take off overhead work... a good seat... hold her close as that... and put two hours later, look! Right under your feet wing... and there's your job sitting right on the horizon. You can land on the local strip... or in the lake nearby... You can run her up on the road up—no matter how old she is... and the old model construction keeps her tight and sharp. It's only a few steps to the top, so you can get away in one of the gliders. If the big ones are taking, you're in for a world's best line, over the water and... if they're not taking that much to suit, you can change your base almost as quickly as you can change your line. It's not like to wonder for a second of grief, as for a step with the parachute a state or two away? Well, whatever your when may be, there's no problem when you get your own schedule the machine SCABEE way... Price... complete with standard equipment... © 1955 Flying Factory.

For more of leading national and first 800 number... and there's your job sitting right on the horizon. You can land on the local strip... or in the lake nearby... You can run her up on the road up—no matter how old she is... and the old model construction keeps her tight and sharp. It's only a few steps to the top, so you can get away in one of the gliders. If the big ones are taking, you're in for a world's best line, over the water and... if they're not taking that much to suit, you can change your base almost as quickly as you can change your line. It's not like to wonder for a second of grief, as for a step with the parachute a state or two away? Well, whatever your when may be, there's no problem when you get your own schedule the machine SCABEE way... Price... complete with standard equipment... © 1955 Flying Factory.



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## Vets Administration Lists Costs For G.I. Flight Training Courses

Maximum rates are simple except for some instructor work; private pilot course allows \$11.50 hourly rate for dual, \$8.50 for solo.

By WILLIAM KROGER

Questions of flight school operators in regard to the veterans' training program are expected to be discussed today with assistance by the Veterans Administration at the "operator's table," Circular 119 which defines standards and maximum costs for flight training.

The circular confirms few of the rumors that have arisen during the weeks it has been in preparation. Initial reaction of operators' representatives as well as those interested in the veterans' welfare, is largely favorable. Maximum permissible costs with the exception of that for instrument flight training are thought to be simple.

Calling an instructor fee instrument rating is set at \$30 an hour. Many of the larger operators, however, have been giving this type of instruction in two-engine aircraft, principally the Beech AT-7, or in Boeing BT-13's, ranging up to \$40.00 an hour. A few operators believe they can continue to use this type of aircraft and just about break even, but for others the new VA regulations will mean switching instrument training to lower-powered planes.

**Rate Not Restrictive**—As a indication that the VA rates probably will not be restrictive, operators in Ohio recently approved an instrument-rated rates (Aviation News, Apr. 1) that in some cases are lower than those now prescribed in Circular 119. The Ohio rate for instrument-rated aircraft, for instance, is \$10 an hour, although it would go up to \$20 if a BT-13 were used.

Other VA maximum rates: For private pilot's course in a primary trainer of less than 125 hp—\$11.50 an hour for dual; \$8.50 for solo. (Commercial Ohio rates are \$13 and \$9.)

For commercial pilot's course in

a primary trainer of less than 125, same as above, in a secondary airplane of more than 125 hp—\$10 dual; \$10 solo. When training is in a trainer of both categories, at least 75 percent of the cost must be charged at the PT rate.

For flight instructor's rating in a PT of less than 125 hp—\$11.50 for dual; \$8.50 for solo.

For multi-engine rating—\$45 dual or solo. (Commercial Ohio recommended cost is \$40.)

Costs on all classroom work is 10 cents an hour.

**Present Contracts Valid**—Present long-term contracts between operators and veterans will not necessarily be disturbed by the new

## New Schools Open

Initiative of the spring in pilot training that has been advanced by the veterans program, Embury-Biddle Co. last week opened a new training center in the Miami, Fla., area, its third. With about 100 ex-GI students in its two schools, at Chapman Field and at the replacement base, Embury-Biddle found it necessary to rethink another center at the former Homestead Army Air Base, about 20 miles from Miami.

standardized VA's regional managers are to "attempt to obtain voluntary revision" of these contracts in accordance with the code. Contracts expiring between July and June 30, however, will be renegotiated only on the new basis.

The regulations do not pertain to non-profit schools.

During its writing its repeated policy of trying to have all the instructional work handled in the field, VA has specified in Circular 119 that "no contract is to be approved until the manager of the regional office has heard the rates fair and reasonable."

Furthermore, managers can approve contracts without detailed cost figures, provided costs are within the maximums. In special cases, however, the managers are authorized to request particulars in Washington if an operator believes he has a case for charging higher fees.

**No Word On Approval**—The circular does not deal directly with the touchy question of approval of schools, which the law has made a previous statute within the power of the states. This provision, as previously reported, has given rise to considerable uneasiness. However, the standards state: "Revised in any flight course will not be performed unless it is clearly indicated that upon successful completion the veteran will have qualifications required... for the CAA examination."

Insistence on CAA officials co-operated with VA in formulating Circular 119, this provision is seen as expressing the Government's opinion that all schools shall at



## Air Transport Industry Pays Tribute to L. Welch Pogue



At Pogue Reception: Informed pictures on this and opposite page show guests at reception May 26 tendered by the Air Transport Association to L. Welch Pogue, CAB chairman, who retired from the Civil Aeronautics Board last month. The pictures show:

1. Samuel J. Solomons, president, Atlantic Airline; Col. Fred Glass, Southern Regional Vice-President, PCA; Col. Clarence M. Young, CAB member; Russell S. Adams, Director, CAB Economic Bureau.

2. L. Welch Pogue, Tom Denny, United Airlines; Edward E. Stenberg, Jr., CAB Information.

3. Robert E. Less, TWA; Carlene Roberts, American Airlines; W. A. E. Burden, Assistant Secretary of Commerce for Air; J. O'Donnell, vice-president, PCA.

4. C. E. Fleming, vice-president, TWA; Jim Lankford, CAB Safety Bureau; Robert Ranspach, executive vice-president, ATA.

5. Swathie Genshick, attorney for Eastern Air Lines; C. Edward Lawrence, attorney; Rexell Cartwright, TWA.

6. Norvay Liao, manager, Washington National Airport; E. J. Foley, associate assistant, American.

7. Emory S. Land, president, ATA; Oswald Ryan, CAB member.

8. T. P. Wright, Civil Aeronautics Administrator, Suffolk-Kerns, CAA statistical section; John Green, ATA operations director.

## House Slashes Navy Fund to \$805,760,000

\$130,000,000 earmarked for new plane construction; \$100,000 for air research.

The Navy Bureau of Aeronautics funds for 1947 were trimmed to \$805,760,000 by the House Appropriations Committee in reporting out the navy's appropriation bill for the fiscal year of 1947. Approximately \$130,000,000 was earmarked for new airplane construction with another \$100,000,000 allocated for research and development.

Sen. Admiral A. W. Radford of Rhode Island said that, when taken down to fit the House committee-approved appropriation, the navy's air arm would be reduced.

Only 25 per cent of the war-built personnel strength, or 90,010 officers and men.

Only 45 per cent of wartime operating installations, or 50 continental air stations, compared with 177 during the war.



SUPersonic RESEARCH PLANE

Two views of the Bell X-3 with 25 degree sweptback wings for research on the problem of supersonic flight. The X-3 has the standard P-51 fuselage and is not intended to reach supersonic speeds itself but to serve as a flying platform for the sweptback wings to provide flight data leading to a new supersonic design. Bell developed this model in cooperation with the Navy Bureau of Aeronautics. (Also see photo on page 1)

Only 25 carriers—40 per cent of the wartime carrier strength.

The current-year fighter allocations will be expended as follows:

Construction of Aircraft, \$210,000,000—This will permit the procurement of 1,204 planes—654 fighters, 350 dive bombers, 20 observation aircraft, 47 low-level patrol bombers, and 34 airplane patrol bombers. In addition, an \$8,500,000 allocation is set aside for procurement of 1,325 piston attack airplanes and \$4,900,000 for 4,200 piston target planes.

For Research and Development, \$10,000,000—This is subdivided: \$12,500,000 for experimental aircraft; \$12,500,000 for engines; \$7,300,000 for engine components; and \$27,500,000 for aircraft components.

The Navy's expenditures for experimental aircraft during the current year will be \$18,000,000 for piston planes; \$18,000,000 for dive bombers; \$18,000,000 for fighters; \$14,000,000 for piston aircraft; and \$2,600,000 for developments work in existing types.

Engine experimentation will be concentrated on jet propulsion and gas turbines, particularly the latter which the Navy views as specifically adaptable to carrier-based aircraft.

An allocation of \$8,700,000 is made for gas turbine development, \$3,000,000 for pure jet propulsion, and \$1,500,000 for further development of reciprocating engines.

In addition, Radford will carry on a \$2,000,000 program for development of propulsive devices, particularly jet assisted take-off units and rocket motors for piston aircraft, and a \$2,500,000 program for propeller development for turbo-driven propellers for gas turbines.

Installments and Equipment, \$21,000,000—The bulk of this allocation, \$13,000,000, is for radio and radar equipment, including \$4,500,000 for control equipment for piston attack aircraft. Funds of \$900,000 for navigational instruments, \$9,000,000 for photography equipment (including \$5,000,000 for air photography of the coming B-45s), and \$1,500,000 for mechanical instruments, are provided.

For Operations and Maintenance, \$361,200,000—This will permit the Navy to retain 50 continental and 34 foreign air installations on active status.

Twenty-five continental air installations will be abandoned by July first. The five main naval air bases will be at San Francisco, San Diego, Seattle, Norfolk, and Quonset Point.

A total of 7,000 planes will be operated, plus a pool of 3,000.

The lighter-than-air program will be reduced to 20 craft and three bases, at Moffett Field and Santa Ana, Calif., and Lakehurst, N. J.

Nimitz Asks Doubt

Board for Air Policy

Admiral Chester Nimitz, Chief of Naval Operations for Air, clouded the prospects for establishment of a National Air Policy Board to map out a program for the retention of air strength during peacetime as hearings opened last week on the Mitchell bill.

Nimitz called for the creation of two "air" policy boards, one to determine commercial air transport policy, and the other to determine military air policy.

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## PRIVATE FLYING

### Piper Skysedan Joins Trend Toward All-Metal Construction

New details revealed on four-place monoplane set for 1947 production; features 140-m.p.h. cruising speed, roomy seating and good visibility

By ALEXANDER MCHURELY

Piper Aircraft Corp. last week announced completion of its 20,000th Piper airplane, and details of its new all-metal Model PA-4 Skysedan. This four-place low-wing family plane will be in production by mid-1947.

The prototype Skysedan has been flying for six weeks. It is all-metal except fabric wing-covering. The production Skysedans will use a new all-metal wing with streamlined covering, designed to eliminate many ribs and other small parts for ease in production.

**Trend Is Seen**—That Piper, who has probably built more fabric-and-wood lightplanes than any other manufacturer, is now going into all-metal airplane construction is another strong indication that the fabric-and-wood airplane is just about finished. Presumably there will still be a considerable number of them built as trainers for several years but even an airplane builder can be built more efficiently of all-metal construction by mass-production methods.

The larger personal plane of fabric construction will have tough competition once the public can buy the Skysedans, the North American Navion, the Republic Seabee, the Beech 35, the new Cessna 170 and 180, the Kessen-Edmond, the new Stinson Skowatch, the Avianco Eagle, the Bendix planes, the Whelan and others which have not yet been disclosed.

Price-tag which readily hangs on the Skysedans may be a pace-setter for the industry, since Piper has usually led the way in lower prices for the lightplane field. The company has not announced a price, since the \$2,995 target price which was reported over a year ago. This is already below what may now be expected in view of increased material and labor costs. Prices of \$2,990 and \$4,500 have been man-

ufactured, without company confirmation.

**Attractive Features**—The Skysedan has many attractive features, from performance standpoint and from the viewpoint of the family plane buyer. Among them:

• Electric retractable landing gear, with full-enclosing non-retractable tailwheel. Main wheels fold lowered fenders, and one Goodrich turn-a-Happy wheels with expanding brake, with Piper air-oil shock unit.

• Place is entered by low step-up to wing walk, and easy access is made, through wide auto-type door.

• Individual front seats are adjustable four inches, fore and aft. Baggage, (25 pounds per person) is stowed under the rear seat.

• Exceptional visibility is provided by V-shaped airframe type windshield, equipped with windshield wipers, and by turret-top skin



**Easy Access**—Climbing of the four-place Piper Skysedan opens like that of an auto giving easy access to the money-buster Continental 145 hp. engine.

• Large transparent panels at sides and rear.

• Seating arrangement is described as "cozy" for four persons.

• A heavy I-beam structure aft of the door provides protection in case of nose-over.

• Top speed is over 190 mph.

• Using 140 hp the plane cruises at 140 mph.

• Most economical cruising speed is 120 mph using 90% power.

• Landing speed using split flaps, spread by a lever between fixed seats, is 40 mph.

• Construction of the fuselage is monocoque aft of the cabin, and metal covered steel-tube forward. Tail surfaces are all-metal cantilever construction with a large vertical fin for maximum stability. The all-metal protruding wing in front



**Short Step Up**—A short "step up" to the low trailing edge wingwalk on the Piper Skysedan and easy entrance through a wide door into the cabin, are accessibility features of the 1947 four-place Piper which will make it attractive to the mass market. Fixed retractable landing gear folds sideways into wells in the wingroot.

## Skyplane Specifications

Wingspan **28 ft 11 in.**  
Length **28 ft 11 in.**  
Height **10 ft 11 in.**  
Gross Weight **1,440 lb.**  
Top Speed **Over 180 mph**  
Cruising speed **140 mph**  
Landing speed **40 mph (with flap)**  
Landing gear travel **310 in.**  
Range **1,100 to 600 miles**  
Fuel Capacity **400 gal**

in five automobiles, landing gear, top and bottom center skin panels, skis, trailing edge flap, and wing tip. Five ribs are used with each main spar, with ribbed chord-wise stiffeners giving added strength. Top and bottom center panels of aluminum skin are strengthened by transverse stiffeners.

**Dual Wheels**—Dual wheel controls are provided, with toe-operated hydraulic brakes on the left pedals. An emergency hand crank for the landing gear is at the left side. A standard instrument panel includes: wrapped instrument, compass, altimeter, tachometer, engine, oil, fuel gauges, and ammeter. Below the panel are light switch, parking brake, starter, mixture control, landing gear selector, throttle, mixture pressure and oil heat control.

An optional panel will provide, in addition, turn-and-bank and rate-of-turn indicators, directional gyro, artificial horizon, eight-day clock, and modified primary panel of controllable propeller is used. A fixed-pitch Semtech propeller is on the prototype, with a six-cylinder 165 hp Continental engine. The P-4-X was essentially the

same retractable landing gear developed originally for the Piper PT-19 training trainer, and field-tested on that plane in takeoffs and landings on fields all over the country.

## Long Term Leases Urged for Operators

Long-term leases for aircraft service operators at municipally-owned airports, to enable them to plan long-range improvement and building programs was urged by John W. Froelander, president of American Aircraft Corp., Middle-town, Ohio, at the recent Chicago convention of the American Association of Airport Executives. Froelander warned that no business man will invest large sums in improving and equipping his facilities if he faces possible evictions in two or three years.

He called for financing up to today's airports in the thousands of millions, and urged that they be made for the airports of the future, and not something to be avoided in future planning. He warned against the short-sighted policy of charging landing fees for private pilots who come into an airport to perform its services.

## Lightplane Air Park Is Planned for Peoria

Plans for a 560-acre air park in the outskirts of Peoria, Ill., have been announced by Bradley Airpark Corp., Robert Davis, manager of the project, and formerly with the Tripp Center Command says the field will have 2,500 ft. run-

ways, 600 ft. wide, and will provide rows of needed T hangers for private planes with a week berth, in each T. A sales and service building will provide display space for five new planes and a shop section of 24,000 sq. ft., to be erected by Robert Frank. The field at 14 miles from the city limits, and 1 mile from the heavily traveled Route 156. Later plans call for a hotel at the air park for air and auto tourists.

## Orlando Airlines Now Florida Airways Inc.

Orlando Airlines, Orlando, Fla. has begun operations under its new corporate name, Florida Airways, Inc., and soon will inaugurate scheduled flights to Deland, Pompano, St. Augustine, Lake City and Lake Okech. as its immediate feeder routes, company officials have announced. The new plane is all designated intermediate stops on the carrier's Orlando-Jacksonville and Orlando-Tallahassee routes certificated by CAA two months ago.

As Orlando Airlines, the carrier has been operating from Orlando to Jacksonville, Tallahassee and St. Petersburg for about 20 months, but addition of the five intermediate stops will provide service to all cities included in the CAA certificate. While all points on the certificate routes will soon have service, full operations, including service of such points which will not be completed until July when delivery of Beech D18-C's now on order is expected.

Officers of Florida Airways, Inc. include Thomas E. Gorman, president; M. D. Holman, vice-president in charge of operations; O. L. Smith, vice-president in charge of traffic and public relations; George R. Clatter, secretary and legal counsel; and George W. Watson, treasurer and director.

## Cessna Boosts Prices On Two New Models

Cessna Aircraft Co., Wichita, has announced price increases for its two new two-place 55 hp. light-planes. Model 340, the deluxe version, now retails for \$9,248, an increase of \$246 from the first price quoted while Model 335, the more basic version, is sold for \$8,846, an increase of \$200. Both prices are FOB Wichita. Increased material and labor costs were given as the reasons for the increases.

## Fly-Yourself Service Revived By Saunders

Business operation opens limited self-serve Broomer and auto rental system.

The old Saunders Fly-Yourself Service, dormant since the mid-1920's, has been revived by William W. Saunders, 28 (photo), a member of the family which originated the service at Kansas City.

The new system is organized as an affiliate of the Saunders car rental system which now operates in eight cities and of one line had branches in more than 80 cities.

Recently, Saunders, recently discharged from the AAF, visited a number of airports investigating the possibility of establishing his own car rental service for private flyers, but his investigation convinced him of the need for a plane rental service as well. He has been operating from Kansas City municipal airport using three new Zevopacs, and has two more on order. He also plans to put four-place planes into service soon. **4-Place B18 For Rent**—Charges begin at \$10 per hour, plus \$1.40 hourly. A full charge of \$48 is made for 24 hours. Ground time of the plane is assumed to guarantee \$4 an hour for the time the plane is not up to the \$48 minimum. Liability insurance up to \$100,000 protects owner and passenger. The service also has stand-by pilots available at a rate of \$2 an hour at \$15 for 24 hours. This far revised



**Saunders Plans Rental Business** The Saunders Fly-Yourself System, which first started at Kansas City, with Zevo Sport biplanes, has renewed a similar service at municipal airport, with three four-seater Zevopacs, and with other planes on order. Edward C. London, at left of biplane, was manager and pilot of the first plane-rental system. William Saunders, returned investor, heads the 1946 service which plans branches in other cities, and will supply rental motor, auto, to users of its service. One of Broomer is seen below.



business has far outstripped the charter flight business, Saunders reports.

Automobile transportation for rent—plane pattern is being organized with the service, at 216 airports within Broomer range of Kansas City. A tentative of auto service between the airports and above will be printed as soon as a server now underway is completed. St. Louis is scheduled as the next branch headquarters for the plane rental service, and facilities in other cities will be established soon.

**Salesman Pattern**—Most rental patrons that far have been Kansas City salesmen using the planes to cover expanded territories in the Kansas City area. The company will use only new airplanes in its service. As soon as a rental plane reaches its first major overhaul, it will be replaced.

The first Saunders try at out-of-plane service began in 1928 at Fairfax airport, Kansas City. The company gave Arrow Aircraft Co., of Kansas, Ark. an exclusive order for that day in private industry, for 100 Sport biplanes, at a cost of \$250,000. Some of the planes were delivered, but public interest was not sufficient to maintain the operation, and the planes were sold to the same company concerned as its car rental business which has been operating since 1933.

Total in 1936 were \$13 an hour flying time, and a guarantee of \$2 an hour for each hour the plane was charged out.

Investment per aircraft today is almost exactly the same as that 17 years ago, showing the good change in plane costs in the interim. The Arrow planes which costed at approximately 160 each, with a 100 hp. engine, cost slightly over \$2,000, while the Broomer, which has a slightly higher cruising speed with a 75 hp. engine, fitted with starter and generator, also sells for around the \$2,000 mark.

## Bar Harbor Airport Open to Private Pilots

Private flyer tourists will be welcomed at Bar Harbor (Me.) municipal airport beginning June 1, when the field, recently released by the Navy, is reopened for large scale civil operations. Bar Harbor Airways, Inc., headed by Gerald A. Gallagher, will conduct the operation. Reopened, pilot's base, flying school, using Lancaster's, Cessna and PT-19s, and an approved repair station with facilities to handle planes as large as DC-3s, set among the field's services. Though 3600 and 4800 ft. paved runways, the field has a granite 100 ft. wide



"Skyplane" Panel: Instrument panel of Piper four-engine Skyplane prototype shows dual wheel controls, throttle engine starter, navigation lights, and landing gear switch, trim-tab wheel, and primary instruments.



engine ramp, and a control tower with radio will be provided.

It is planned to provide direct air service with a 35-place C-47 on weekends, between New Harbor and Philadelphia, operated by East Coast Aviation Co. of Rhode Island. A similar service will be available on weekdays, using two-engine Cessna planes operated by Gallagher Brothers of Philadelphia. Six other planes to connect with Northeast Airlines flights from New York, and charter planes, also will be flown from the field.

## Army Allows Civil Use of Military Ports

New Army regulations making military air field facilities available to civilian airplanes, under certain defined conditions have been filed by the Adjutant General.

In substance, the new regulations (Section 202.3 to 202.8 (in change)) provide:

► Civil aircraft being used in connection with government business may land on authorization of commanding officer.

► Other civil aircraft, not operated for profit, not based on the military field, and not requiring maintenance, repairs or inspection, may use the landing area, at discretion of the commanding officer.

► Military aircraft on inactive status, may be used by civil aircraft in accordance with regulations prescribed by the AAF commanding general.

► Fields leased by the Government for use "in common with others," may be opened by the Army to civil planes in accordance with lease terms.

► Fields exclusively leased by the AAF will require a War Department permit, and approval of the AAF commanding general, for use by commercial aircraft.

► Operators of civil aircraft using facilities at any airfield must comply with regulations in force at that base.

► Any aircraft in distress may make emergency landing at any airfield.

► Military facilities will not be available to civil aircraft in connection with private enterprise.

► Emergency rules of fuel, equipment and supplies sufficient to enable a civil aircraft to continue to the nearest field operated as a private enterprise are permitted, but major repairs, such as engine or wing, or landing gear, etc. may not be made.

► Emergency storage may be pro-

## Briefing For Private Flying

**BARNE HANAGER**—A \$10,000 all-metal floating barnie hangar, installed at the Zereborens airplane base, south of Pittsburgh, on the Monongahela river, is the only one of its kind in this country, according to Dr. R. D. Francis, operator of the base, who designed it. Built of 3/4 in. barnie plate, the hangar is 125 ft. by 45 ft. with a 49 ft. by 18 ft. door. It weighs 141 tons but displaces only 11 at of water. The barnie has eight separately-secured bulkheads for protection against water damage. A complete repair shop is being installed. The hangar will accommodate 35 airplanes, including virtually any private or commercial float plane now down.

**CONCRETE LANDING**—Republie Seabee base around Farmington, La., is the talk about the stardom of the float plane world's best. In fact, it is reported, the Seabee has been loaded on a concrete runway, wheels up, and only damage was scraping some metal off the road. The bottom of the hull is designed to withstand pressure of two tons to the square foot.

**CESNA LANDING GEAR**—The spring-steel landing gear legs used by Cessna Aircraft Co. on its two-place Models 140 and 150, are working out so well that they are scheduled to be used presumably in a heavier group model, for the four-place Cessna Models 170 and 198, which are essentially all-metal post-war versions of the well-known Delco-and-flying pre-war Airmales.

**FORD LIGHTPLANE**—The man of Ernest R. Broch, from president of Bendix Aviation Corp., to executive vice-president of Ford Motor Company, may mean an additional staffer in the already complicated period plane manufacturing hangar. Broch, and Bendix's personal plane expert, William Many, have been developing two experimental airplanes which were being groomed as likely entries in the crowded lightplane competition. Whether Bendix will continue its lightplane plans in view of the management change, and whether Broch may carry over his personal aviation enthusiasm to Ford, and put that company into the competition, are two very interesting questions.

**DELUXE GORGON AIRPARK**—A nursery for small children of air-minded mothers who want to get in some flying time, is planned for a proposed \$1,000,000 aviation country club airport, expected to be open in 1947 at Portland, Ore., by John L. Peavey Vagstad, secretary-treasurer of Skyline, Inc., which will operate the flying resort, says some hangar and offices, and two runways, 4000 ft. and 4000 ft. will be built this summer. Later plans call for hangars for 500 planes, an administration building with hotel and shops, restaurant, tennis courts, golf course, watchman, and shop facilities for planes and autos. Don Stephens, former AAF navigation instructor is president and Clifford Williams, vice-president. The corporation has been named distributor for Johnson Seabee and the Funk Buie and a dealer for Aviaton.

—Alexander McIlwain

vided if space is available, without compensation responsibility. Prior to emergency action and permission shall be based on the fair local market price, but not less than cost plus 15 percent.

► Rates will be published by the AAF commanding general for gas and oil, mechanical service and shelter, for gardeners where local prices cannot be determined. Planes owned, not for profit, by army personnel, however officers on active duty and National Guard officers when in federal service, may be stored free, if facilities are available, and storage offers no compensation to normal operation.

## Amphibian Operation Set for Arizona Lake

A permit to fly amphibian planes from Roosevelt Lake, Ariz., has been granted to W. L. Hixson of Mercury Flying Service, Phoenix, Ariz. It was necessary for Hixson to obtain permission for the operation both from the U. S. Forest Service, since the lake is within Yuma National Forest, and from the Salt River Valley Water Users association, which owns and controls the dam and reservoir. Hixson plans to use Commonwealth Trimmer amphibians, expecting deliveries during this fall.

## Now on Edo Floats



Photo by Goodrich

## ERCOUPE... First Two-Control Float Plane

Edo floats are available for Encoupe. Now, for the first time, all the advantages of float flying are combined with a two-control plane. And this spin-proof, easy-to-fly aircraft takes on new utility with floats. All Encoupe safety, speed and automatic coordination are yours, plus the new freedom of flight possible only on floats.

If you already own a 1936 Encoupe, the change-over from tricycle gear to floats is

simple—a matter of hours. Or if you have an Encoupe on order, it can be delivered as a float plane.

As a pilot, you'll get added pleasure out of your plane if you add floats. As an operator, you'll find more reasons eager to fly this modern spin-proof plane, especially when it has the added feature of Edo floats. Get in touch with your Encoupe distributor or dealer now, to insure priority on delivery.

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#### GLIDER CONVERSION:

Twenty-five surplus Taylorcraft three-place TG-6 gliders purchased by Sherten and Krups of San Leandro, Calif., are being converted to 80 hp tandem two-place airplanes. The second of the conversions initiated in flight, is undergoing flight tests. The conversion requires about 350 hours, consisting mostly of removing the long glider nose, installing a firewall, 85 hp Continental engine, aluminum port seats in the cabin, instruments and instrument panel, lengthening the landing gear, reducing the area of the vertical fin, repainting and upholstering. Prior of \$2,400 has been set on the conversion, and 15 of them have already been ordered by West Coast flight school operators. The other 10 will be used by Sherten and Krups in their own flying service.

#### Advice on Air Parks Is Offered By AIA

Compact and pointed advice to the private flyers who seek to establish an airport in their home community, is given by the Aircraft Industries Association, in the organization's monthly publication *Planes*.

Civil planners are advised to consult first with their state aeronautics agency, for planning and engineering help, and for inclusion in the state's master airport plan, with better chance of receiving Federal aid as a result of the new Federal airport bill.

Determining size and location of field come next, with a maximum of 25 acres, if possible, and maximum extension of at least one 1,000 ft. by 300 ft. runway. Factors considered in location include natural advantages, such as soil, drainage, proximity to community, absence of

surrounding obstructions, possibility of low-cost expansion, and FAA approval. If Federal funds are sought.

Any community may borrow from the Federal Works Agency to finance planning costs, with interest-free advance available through FWA's bureau of community facilities, Washington, D. C. This planning should include preliminary layout sketches, estimates of costs etc. Finalized plans, and letting of contracts follow.

The Federal program provides that local sponsors, provide at least 50 per cent of the total cost of the project. This may be provided by the community, from available funds or bond issue, or by assistance from state or county funds. Projects entirely financed by local communities can be started immediately, while state or Federal aid entails approval of the project by state or FAA representatives as the case may be.



#### UNIVERSITY FLYING CO-OP:

Some of the 106 University of Texas students who recently formed a flying co-operative and purchased their new Taylorcrafts are shown with their planes.

#### Sigs as Distributor

Miller Duncald Aviation, located at the Metropolitan Airport, Van Nuys, Calif., has signed a contract as distributor for the Nelson midget plane and the Beaville biplane throughout Southern California and Arizona.

Such planes will be demonstrated for the first time in this area from the Metropolitan Airport within the next few weeks, according to Duncald.

#### New Dealers Magazine

First issue of The Aircraft Dealer, a new monthly magazine for dealers and distributors of aircraft and accessories, is being distributed free to dealers by the Berman Company, Des Moines, Iowa. Publishers are Keeser and Charles Berman, sons of Arthur I. Berman, president of the company, and chairman of CAA's Non-scheduled Flying Advisory Committee.

#### New Light Planes

A succession of new personal aircraft may be expected to attain fast flight stage of development between now and mid-autumn on the West Coast. Sierra Manufacturing Co. of Glendale, Cal., soon should have in the air far extended flight tests in two-place winged monoplane, successfully flown but now required for powerplant replacement.

Sierra Manufacturing Company of Yuma, Calif., is expected to have its all-metal four-passenger Skyplane ready for flight by July 1. A two-place biplane, it is said to cruise at 140 mph with a 150 hp Lycoming engine.

John Thayer, who proved fame in obscurity as designer of Lockheed's Little Sporter, hopes to have his independently designed and manufactured Sky Shooter, a two-passenger high performance monoplane, see the flight line by mid-July.

Gratified speculation centers, however, upon two experimental airplanes now in the shops of Rich Aircraft Company at Chula Vista, Calif. Especially close to test flight is a light two-passenger model said to have forward-swept wings and a butterfly tail, and expected to be powered experimentally with a 40-hp. Rotax engine. The company also is said to be developing a control-type one-place experimental design.

## SPECIAL AIR SERVICES

CHARTER

NON-SCHEDULED

INTRASTATE

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### New Lines Planning To Meet Competition

Low cost of surplus engines big factor in sustained operations at profit.

Contestants on a busy air last week's Aviation News, located on air freight rate war between the nation's scheduled and non-scheduled air carriers. West Coast spokesmen for the uncertificated line experimenters maintain that the new companies could meet the competition. ATA members are planning great air cargo expansion.

Western non-scheduled lines today operate under freight charges ranging from 10 to 30 cents per ton mile. Their officials claim that sustained ability to buy surplus engines and parts at less than overhead cost will assure profitable and safe operation until new and more economical equipment is available.

Howard Payne, president of the West Coast non-scheduled carriers, Air Cargo Association, conceded that under strong and concerted scheduled airline competition many non-scheduled operators would have to "fold up." Those, he feels, are companies which might be expected to run into financial difficulty even without the added burden of a rate war.

He believes that under present conditions an air freight war would be futile from standpoint of the scheduled carrier because "between 80 and 85 per cent of the business of non-scheduled carriers today consists of passenger traffic which continues heavy even though our members charge fares which equal or exceed slightly those of the scheduled airlines."

Payne also believes that any attempt to such non-scheduled air freight development, or the expansion of non-scheduled services, will meet with strong public or Congressional disfavor because the majority of offices and employees of these companies are war veterans "who were urged into the business by the government and who in many instances have been given government financial aid in purchase of surplus aircraft."

#### AT & SF Buys Planes

Senita Pe Starnes, Inc., new subsidiary of Alhambra, Toluca, and Santa Fe Railway, last week followed announcement of its expansion with purchase of seven Douglas C-47 surplus transports, spare engines and parts from Charles H. Bels Co. Air force veterans will fly the ships.

Meanwhile, the following officials were announced: R. H. Lakin, president, George W. Lugin, Jr., vice-president and general manager, Ray W. Koon, secretary-treasurer, R. H. Bouda, assistant secretary. They will be located for the time being at the Railway Exchange Bldg., Chicago.

### Monarch Air Lines Buys More Aircraft

Monarch Air Lines, Denver, (formerly Ray Wilcox, Inc.) has purchased and is now converting one C-47 and one twin-engine Beech C-45, and at about to conclude

negotiations for four more C-47s, outgoing officers claim. These additions will materially increase the airline's cargo capacity.

Ray W. Wilcox, Monarch's president, (left), and F. W. Bouda, vice president (right), stated that the Rocky Mountain feeder routes awarded Monarch have good air freight prospects. Monarch's C-47s will be modified to install a

larger cargo space than in standard DC-3s.

In addition to buying agricultural products from the western slope of the Rockies, Monarch is con-

sidering a demand for air shipment of light farm machinery and parts, general merchandise, newspapers and other publications from within the area.

Working with Wilcox and Bouda is developing plans for annual operations of the new airline by Paul and J. Lawrence, assistant to the president, W. B. Lawrence, traffic and sales manager, and Jack Russell, chief of maintenance.



#### TRANS-TROPIC'S BUCKET SEAT SHIP:

Trans-Tropic Airlines' former ACP transport has brightly painted interior with upholstered bucket seats to carry chartered passengers. Company in the past recent addition to the group of veteran carriers who have decided against installation of humpy-type redwood chairs.

### Intrastate and Non-Scheduled Operations

**Mobile Carrier Starts Service**—Shenkar Air Lines, Youngstown, has begun daily passenger and cargo flights, the first starting from Youngstown each morning for Huntington, W. Va. Airport (in Ohio). Cincinnati, Dayton, Toledo, and Cleveland. A second morning trip leaves Youngstown for Cleveland, reversing the circuit. Two afternoon flights report this procedure. Akron, Zanesville and Findlay will be added later. Sam F. Krenner is chief executive.

▶ **Black Air Cargo Corp.**, Charlotte, N.C., has received a state charter with \$250,000 capital stock. F. Grouner Pierce and W. S. Blakeney, Charlotte, are incorporators.

**NEW PAIRING Kicks Flight.**—Wells Air Services, Inc., May 13 opened frequent non-scheduled New York-Puerto Rico passenger-freight service and, according to Louis Mokem, South American manager, will inaugurate similar ones to Colombia and Brazil.

• **Winged Congo, Inc.**, Philadelphia, flew 376,000 tomato plants, using a glider, to Reading, Pa., for farmers in the area. They were distributed by Campbell Soup Co. A C-47 towing a OC-4 flew from Tifton, Ga., in 2 hours, 15 minutes.

**Kentucky Derby Passengers.**—Pittman Airfreight, Inc., New 10 Philadelphia to the Kentucky Derby Company's 3rd C-47 has been certified by CAA. No. 2 is being converted.

**Southern Proposes New System**—Southern Airlines, Inc., now flying between New Orleans and Memphis, via Baton Rouge and Alexandria, proposes service to small towns in new states.

**Great Circle Starts Soon**—An all-daylight service between New Orleans and Central and South America, with branches to the Midwest, will be started by Great Circle Airways, New Orleans (Atlanta News May 6), by June 1, Robert C. Halsey, spokesman, says. Six C-47s will be used.

**Air Freight Forwarder**—Skyways Freight Forwarding Corp., has been incorporated in New York by Louis Libov, attorney, 132 West 42d St., New York City.

**Arkansas Operator Plans Service.**—South Central Air Transport (SANT) now Kees, Age 11 will start intra-state flights by June 1 on one round trip daily over two of six contemplated routes, Raymond J. Eike, president, says. Freight service will be added later, and a second round trip is planned for the future. Routes are

erage 338 miles, with 40 miles between stops. The six Cessna UC-44's will carry four passengers and 300-lbs. of cargo. Later, twin-engine

berkeley will be added to the fleet. Deliveries will range on 120 mph turbo-prop, black to black, and such ship, except Little Rock. Crew may have received state authorization, and has filed interstate application with CAB. Ellis is a partner in Western Air Lines, which operates a time share over all planes in FFB program. Clyde Ellis, vice president, is an attorney, and former member of both houses of state General Assembly. He was also a member of National Rural Electrification Assoc. Elmer Walden, board chairman, is a founder, and now president, Utah Life Insurance Co., Little Rock. J. R. Goff, president, is a retired engineer, meteorologist, and owner and president of Central Company, Inc., Fayetteville. E. P. Pryor, treasurer, is a former president of utility workers association, and president of Shreve Ariz. Bank.

**► Puerto Rico Contract**—Trans Caribbean Air Cargo Lines, Inc., appoints Puerto Rico Express Co. as exclusive agents for cargo and passenger space in the islands and that country. Line recently opened Newark-San Juan service. O. Hor Chalk, TCALC president, recently announced another contract with Consorcio da Rod for freight interchange at Belém, Brazil.

• **Texas Flights Added**—Texas Airlines, Houston, is starting daily flights between Galveston, Houston, San Antonio, Del Rio and El Paso, using Cessnas.

**NATS Air Transportation Service** has been formed by nine ex-NATS pilots headed by William A. Drum. Based at Oakland Municipal Airport, line has 1 C-47 and will add four more, plus 2 C-44s, for flights through-out the continent, including Alaska.

**Proposed Glider Service**—Universal Skyways, headed by J. N. Neal, ex-AAT glider pilot who operates a occasional glider school at Central Auxiliary Airport, North Little Rock, Ark., proposes a New Orleans-Chicago freight line using a C-47 towing a glider.

✶ **NYN Air Transport, Inc.**, has been established at Westchester Airport, Harrison, N. Y.

► **Chesapeake Airways**, Baltimore Airport, now operates three DC-3 round trips daily on a Baltimore-Boston-Salisbury, Md., route. Effective May 28 Red Star Motor Coach, Inc., will coordinate Salisbury-Ocean City shuttles with the airline to provide

## Binger C-94 Fleece

Veterans' air specialists received value of 10 surplus transports from War Assets Adminis-

[illegible]

10-minute plane-bus service between Baltimore and Doris C&E.

✦ **Vietnam:** Air Express Co., which has flown several UNRRA freight shipments to Czechoslovakia and Poland, is opening New York-Cape Cod service with DC-3 planes.

• **Dal-Air Lines**, Dallas (Aflinet News, March 4), has extended its Dallas-Houston daily round trip to include Beaumont. E. Wilson Germany, president, reports.

Heavy Charter Transport has been incorporated in New York with an authorized capital of 50,000 dollar-par value shares of which 200 are subscribed to by Michael A. Bussiere and Alexander Newman, 65 Court St., Brooklyn, and Anthony F. Bussiere, director, with the first annual meeting.

• Texas Air Transport, Inc., which Dallas-Ft. Worth Air Taxi Service Co. claims began a schedule of 12-hour day trips a day between the two cities recently (Christian News, Apr. 2), makes the flight in 25 minutes by

It, plus 30 cents tax, according to Southern Flight. Seven passengers survived, four on a north longitudinal of the fuselage, two on a rear seat and one next to the pilot D. Harold Byrd, Dallas, is promoted at TAT. This fare is slightly below American Airlines' rate, and higher than Delta's.

✈ **Stark Airways**, San Antonio, Tex recently flew 5,000 tubes of amniotic serum from Philadelphia to Oakland

for trans-shipment to various army bases in the Pacific. Other such shipments are pending. About 120,000 tubes of the serum are needed by these bases every three months, since the substance deteriorates in that period. Military planes carry the serum across the Pacific as dry ice.

LATVIAN NEWS • May 27, 1946



**LOOK** at the nationally known names on the Le farmer's tractor . . . his tools . . . his wife's household appliances . . . the packaged foods in her cupboard. The American farmer's convictions on quality spring from hard experience.

He knows that good seed in fertile soil produces bigger yields; that pure-bred cattle give more and better milk, make the best beef. He strains the sheeps, because he is not only a good farmer but a good businessman.

Today, as he and his wife plan the biggest purchases they ever made, price is but one of the deciding factors. Look for these biggest purchases on farms where income is also rising. From Country Gentleman farms, the top-half farms making nearly three-quarters of all farm purchases.

In his pending matter, too, Coleman buys quality. Leaf through any issue of Country Gentleman and see the quality lines set before him, usually

**C**ountdown  
NATIONAL SPECIAL

He and his family look upon *Country Gentleman* as friend, counselor, and guide.

### Facts of Special Interest to the Aviation Industry.

Survey shows 68% of personal plans will be sold or transferred to next owner.

In Kansas 455 out of 10,000 farm families intend to buy planes as against only 190 out of 10,000 city families. Rural families—over 90% of normal income—purchase and own more 60% of all American automobiles.

Farmers' incomes have doubled in the last five years. Country Credit Union's members are concentrated among the top-half farm families.

**Country Gentleman**  
NATIONAL SPOKESMAN FOR AGRICULTURE  
A CURTIS PUBLICATION

## Burnelli Will Build New Cargo Model of Flying Wing Design

High center wing section will carry heavy freight load; New York firm has engineering job; Pughem sees promise in construction technique.

Still striving for the best solution to the many problems surrounding the design of an ideal cargo aircraft, Vincent J. Burnelli has adopted his "lifting body" plan to a new cargo plane that is being engineered by Central Aircraft Corp., 50 Fifth Avenue, New York City.

Retaining the distinctive features of his previous designs—a large center wing section for a cargo hold, down which extend twin booms to carry the tail section—Burnelli has changed the power plant arrangement, landing gear and loading facilities. Designated the CB-7, this aircraft is planned to be larger, faster and more economical than the CBY-3, built last year in Canada (Aviation News, Aug. 13, 1945), and the other Burnelli planes built here and in England in the thirties.

**Great Weight, 52,000 lbs.**—Designed at a gross weight of 42,000 lbs. and a payload of 35,000 lbs., the CB-7's cargo hold would be 35 ft. 6 in. across and 34 ft. 6 in. long for a cargo volume of 3,048 cu. ft. Heavier than the CBY-3 was 30 by 30 ft. While the Canadian-built Burnelli was powered by two Pratt & Whitney 1,280 hp. engines, the CB-7

would utilize four Allison 1734 engines for a total of 6,000 hp. In tandem arrangement, two on each side of the pilot compartment, these would drive three-bladed counter-rotating propellers. Speed is estimated at 330 mph maximum at 12,000 ft., and 250 mph, cruising, 90 mph faster than the CBY-3. The CB-7 is planned for optional landing gear installation. One would be with main wheels retracting into the bottom of the cargo hold, and a tail wheel retracting into the rear of the cargo hold. The other plan is for tri-cycle undercarriage with the main nose wheel.

**Pughem Reports**—The advantage of the latter arrangement would be level loading and no additional loading door at the rear of the cargo hold. Doors roughly 5 by 8 ft. on each side are included in designs for both versions. In order to achieve proper placement of the side doors, the design calls for wing flaps that can be lowered to a full 90 degree angle, enabling trucks to back up to the door of the plane. Structures Designer Burnelli's faith in his design is a report from Flight Pughem, veteran pilot, who has test flown the CBY-3, as well as

### New Burnelli 'Specs'

Specifications of the CB-7, a new all-metal "lifting body" design of Vincent J. Burnelli:

Span	70 ft.
Length	70 ft.
Wing area	6,000 sq. ft.
Wing loading	100 lb./sq. ft.
Weight empty	42,000 lb.
Max. payload	35,000 lb.
Max. speed	330 mph
Max. altitude	12,000 ft.
Max. range	1,000 mi.
Max. climb	10,000 ft./min.
Max. fuel	10,000 gal.
Max. fuel	10,000 gal.

As a passenger plane, the CB-7 would seat 70, or sleep 40.

earlier Burnelli built in the U. S. Pughem stresses the lifting value of the great center section as a safety contribution. The fact that engines and propellers are ahead of the entire structure also is a safety factor, Pughem says.

### Piper to Boost Stock By 250,000 Shares

At the annual meeting of shareholders, Piper Aircraft Corporation was authorized to increase the capital stock of the corporation from 1,000,000 to 1,250,000 shares, and to issue 250,000 shares of preferred stock. The new arrangement has yet been made for either class of stock approved during the meeting.

Directors and officers reflected were: W. T. Piper, Jr., president and treasurer; T. V. Wolf, vice-president; W. T. Piper, Jr., secretary and assistant treasurer. All of Lock Haven, and Gordon Curry, President of the firm, J. E. Swan, from New York City. Howard Piper, who recently returned from the Naval Air Force, was elected as a new director. Piper is liaison engineer. Max Koehn was elected assistant secretary.

### Jet Engine Insulator Made From Mineral

A mineral insulating material able to withstand sustained temperatures up to 2,000 degrees F. has been announced by H. J. Thompson Co., and Owens-Corning Fiberglass Corp. Sumner, Tenn. It was developed primarily for insulating the jet engine case and turbine.

The material is applied in both of random lengths or is preformed into channels, boxes or covers for installation in any part of the aircraft that requires protection from high temperatures.

## New Landing Gear Will Lower Costs

Hydraulic process may introduce standardization on airplane equipment.

Announcement by Electrical, Inc., Kingston, N. Y., of a new series of low cost hydraulic landing gears for medium and lightweight general planes indicates a trend that may become more and more important in lightplane manufacturing. One of the Electrical landing gear sets, Model 405-2, has been adopted as standard equipment for Bonanza four-place Bonas.

Manufacture must lighten manufacturing have built their own landing gears, because there was not sufficient volume to justify specialized manufacturing at this time. However with the increased volume anticipated for general plane production in the next few years, it seems quite likely that there may be more and more independent manufacture of components such as landing gears, leaving the airplane builders to concentrate their production on wings and fuselages.

Standardization by lightplane builders on a few types of landing gears, which could be manufactured in volume by a few makers, should lead to lower costs and easier maintenance and service.

The Electrical gear is a straight lift full cowling design that may be used for fixed or retractable gear. Stationary bearings are used in the oleo assembly to eliminate sliding contact between piston and cylinder walls. Aspers separate the various elements making for quick and accurate assembly. An entire oleo assembly may be taken apart in 15 minutes.

Elimination of sliding action, except the exterior wall of the cylinder results in economy of manufacture as well as efficiency of operation. The cylinder member only to be bronzed and not honed. The Electrical design is such that all work on components is confined to machine operations on one side.

Electrical models include 405-1 weighing 115 lbs. with a load factor of 2.8 and stroke of 5 inches, for aircraft with gross weight of 1,500-2,000 pounds, 405-2, with a load factor of 3.0 and stroke of 5 in. for 2,000 lb. airplane, 405-4, with 6 in. stroke, for 2,500 lb. airplane, 405-5, (used on the Commonwealth Trimmer airplane) for airplanes of 2,500 to 3,000 lbs. Yet another model is being developed for 3,500 lb. airplanes.



Steeple Landing Gear: One of the Electrical retractable landing gears which have been chosen as standard equipment for the Bonanza Bonas four-place airplane. The powerpack, shown on the floor, is for cylinder operation.

## \$201,000,000 Backlog For Douglas Aircraft

Douglas Aircraft Co. ended its first quarter with a backlog of \$201,000,000 almost equally divided between military and commercial orders.

With activities at the midwestern plants brought to a close, the current working force of 21,000 employees is confined to the three California plants. In addition to experimental work, military orders in production include the Navy's AD-10 dive and torpedo bomber at the El Segundo plant and the army's Globemaster, the world's largest land transport plane at the Long Beach plant.

Increasing deliveries of DC-4 airplanes and DC-3 "biplanes" models planes are being made to domestic and foreign air lines and private customers from the Santa Monica plant. Early deliveries of DC-4 airplanes are expected from this plant.

A net income of \$1.03 per share of common stock was announced for the first quarter of the 1946 fiscal year.

### Chile Seeks Planes

SANTIAGO, Chile (McGraw-Hill Wire Service)—The Aero Club of Chile, national private flier's organization, will send Vice-President

Morales de la Cruz and General Manager Alfredo Arce to the United States soon to purchase approximately 500,000 worth of planes and equipment for advanced training of members. Instruments used in a Link trainer are among the items to be bought.

### Commonwealth Hires War Vets in New Plants

Planning to step up production on both its Trimmer amphibians and Bomber personnel aircraft, Commonwealth Aircraft, Inc., has made personnel its experimental policy of hiring only veterans as war workers, and has made arrangements with the Corps Corp. for use of the latter's plant at Fort Washington, L. I., New York.

Commonwealth has had 900 veterans employed at its Valley Stream, L. I. plant, and reports graduation results in satisfactory that 1,000 more will be hired there, and 1,500 at Fort Washington.

Original plans called for production this year of 18 Trimmers and 10 Bombers, July Output now scheduled in 7,500 Trimmers and 5,000 Bombers this year. Commonwealth is expected to hit full production next month.

The Corps plant which new will be used by Commonwealth was built in 1933, later was enlarged by Pan American Airways and during the war was used by Grumman Air-



Newest Burnelli Design: Although generally resembling previous "flying wing" designs of Vincent Burnelli, the CB-7, latest in the series, shows here in an artist's sketch to be powered by four liquid-cooled Allison engines, two each arranged in tandem and driven co-axial, counter-rotating propellers.

craft, Curren brought the pilot from War Assets Administration for \$1,338,890. Commonwealth's production of the Transier, four-engine, three-place amphibian, will be concentrated at Port Washington, while work on the Skyraider, two-place, single-engine landplane, will continue at the Valley Stream plant.

## Facsimile Transmission Is Planned for WX Maps

Transmission of complete weather maps by radio to pilots in the air, and by radio and wire to bases throughout the world is approaching reality following extensive study by government and airline meteorological scientists.

The high cruising speeds of new types of aircraft make current weather reporting systems obsolete, and require accurate reports for local areas at least once every hour in good weather and every 15 minutes in bad flying conditions. Therefore, Army, Navy, Weather Service and CAA are combining the radio and facsimile transmission to reduce the existing teletype network.

By this means, a ready-to-use weather map can be transmitted, saved later by eliminating the tedious plotting of isobars and pressure areas as the basis of radio code messages.

## Piper Makes 20,000 Cubs At Lock Haven Factory

Production of the 20,000th Piper Cub was completed last year at the company's plant, Lock Haven, Pa. Manufacturer claims that as the highest total ever reached by a manufacturer of civilian planes.

Much of the total production was in liaison type built for the armed forces. From 1943 through 1945, Piper turned out 8,117 L-4's for the Army. Most successful model produced in the company's 18-year history has been the J-3 trimmer, of which 6,132 were made from 1932 to 1946.

Present highwater production mark was in 1941 when 3,320 Cubs were made. This year's total probably will exceed that as company reports a production to date of 3,382.

## Ryan 13% Wage Boost Is Approved By NWSB

An average wage increase of 13% over an hour, or 13 1/2 percent, has been approved by National Wage Stabilization Board for production employees of Ryan Aircraft Co., San Diego, Cal. The increase is contained in a C.I.O. agreement reached Feb. 15.

A similar increase has been

granted and approved for technical and office employees.

Company has given increases averaging less than 15% to a small group of welders. Through accurate information received from NWSB, this was reported as 15% in mid May 15 Aviation News.

## Douglas Modifies C-54 For Rugged Peru Route

Converted Douglas C-47s and a C-54 will be used in a new project. Aviation Company's rugged cargo container from Lima, Peru. Until now the Panair company has operated with cargo-passenger planes of its own design, flying in and out of airports at altitudes up to 13,000 ft.

Elmer J. Fawcett, who began his Peruvian aviation enterprise 25 years ago, has selected two C-47s and one C-54, and is modifying them for passenger and cargo use. At Douglas Aircraft Company, Santa Monica, Calif., he conceived his intention to fly additional DC-3 equivalent for ultimate replacement of all of his firm's present fleet.

## Boring Reports Profit

Boring Aircraft of Canada, Vancouver, reports net profit in 1945 of \$733,257. This includes profits for the two preceding years when due to the value of \$16,000,000 were made. Net current assets of the company at Dec. 31, 1945, were \$1,325,587. The adjustment of income and profits taxes in respect of the two years ended 1945 and 1946 indicates, in fact reflected in the profit for 1945, the delay being due to extending final review of war and taxation matters.

## Martin Dividend

A stock dividend of 75 cents a share has been voted by the board of directors of the Glenn L. Martin Co. Dividend will be payable June 15 to stockholders of record June 7. Two large directors were named: S. Schenckman, controller, to fill a vacancy; and C. T. Wiley, vice president, manufacturer, to succeed Harry F. Volkmann, who resigned as vice president last October.

## Plastic Windshield

A one-piece, curved plastic windshield is being produced for the Avianair Chief and Champion light planes by the Faber-Parr Co., Dayton, Ohio. While bending increased streamlining, the one-piece shield also simplifies replacement.

## FINANCIAL

# Aircraft Earnings Reflect Trend From War Boom to Peace Level

United lost in \$485,921 for first quarter, reducing overhead to 90 cents; Centair also show decline in transaction period.

Current earnings have resumed their traditional inference as a market factor. That was demonstrated recently upon the release of first quarter earnings reports for a number of aviation companies.

United Aircraft reported a net loss of \$485,921 for the current first quarter as compared to a net profit of \$2,547,551 a year ago. In the price tenders largely as a result of its continued earnings. However, the four-for-one stock split has exerted tremendous speculative appeal. The current reported net earnings of \$758,260 after tax and charges, for this year's first quarter.

This compared with a net profit of \$444,881 for the same period a year ago. The first quarter is essentially Eastern's best period. Following its split, which should enhance the participation for wider distribution among the public, the new stock issued at a price of \$16.15 per share. This is equivalent of a value of \$132 for the old stock.

## Air Stocks Appraised By Investment Firm

Major industry financing program for new equipment now in break on quick picture; over-all picture favorable.

In its quarterly security and industry survey currently being released, Merrill Lynch, Pierce, Fenner and Smith makes known its investment position on aviation.

The many branched stock exchange firm believes that unusually promising growth prospects justify a favorable speculative appraisal of the airline.

At several investment policy, most financial firms take a cautious view in placing aviation securities in portfolios. The recent quarterly reports of investment trusts show a number of aviation securities with leadership in the remaining issues held.

set better than the general market in coming months.

► **Profits Reassessed**—Aviation is directed to the large financial programs required to meet the estimated \$500 million in more of outlays for capital equipment by American air carriers. Heavy expenditures, heavy competition and an expected drop in load factors, in the firm's opinion, will tend to retard profits gains over the medium term but the longer range outlook is broadly promising.

In its industry selections, the firm recommends for speculative appreciation Eastern, Northwest, American, Delta, Pan American, TWA, NWA and United. The last two are considered relatively most attractive.

In appraising the aircraft industry, Merrill Lynch believes early earnings and dividend prospects will differ widely for individual airlines, manufacturers, but shares of the better situated units may show above average future price trends.

► **Manufacturers' Risk Seen**—The group is represented to involve considerable risk and lacking conservative investment attributes but some of these stocks have distinct speculative appeal.

Material deliveries on the some \$400 million of commercial aircraft are not expected until 1947. Development work in the meantime are expected to take a toll in the earnings of certain companies. New developments such as jet propulsion and gas turbines, are considered as competitive factors for Curtiss-Wright and United Aircraft.

Wages have been combined with reduced volume to increase unit costs but profits volume should be protected with the absence of price ceilings. Further, removal of the excess profits tax and the operation of tax carry-back programs are additional factors that, when the readjustment process is completed, should permit many producers to show relatively large profits in relation to sales.

► **Firms Recommended**—The stock exchange firm focuses on speculative selections: Eastern, Northwest, American, Lockheed, Douglas, Martin, Sperry and United Aircraft. The first four are believed relatively most attractive.

At several investment policy, most financial firms take a cautious view in placing aviation securities in portfolios. The recent quarterly reports of investment trusts show a number of aviation securities with leadership in the remaining issues held.



PACKET BRIDGE

Examination of the pilot's compartment of the Fairchild C-42 is shown in this new photo. In addition to the pilot and copilot, the navigator and radio operator work in the large cabin forward and above the cargo hold.

# The Birdmen's Perch

by Major Al Williams, ALIAS, "TATTERED WING TIPS,"  
Gulf Aviation Products Manager, Gulf Bldg., Pinalook 30, Po.



Heavy joke (one-easy egg)

Wash-Jap fish was rather essential to the Navy gave the boys 'window'. That's a real fish and when released, it seemed in a huge cloud—a cloud that released, made waves, finally carrying the fish back to the 'window' while the planes flew right on of the Jap coast!

A lighter outfit tried to fast, returned to duty ship, not the A.C.I. (anti-japan) mode.

"Did the 'window' work?"  
"Yes, I guess so," reported the skipper.

"Well, did it save life?"  
"Did it? Every bloody blank gun in the world? Millions of 'em!"

"That's the real," grinned the A.C.I. "From what should you tell us the 'window,' Commander!"

"Well, etc., you see, we got pretty long and I forgot to tell the staff go, and the skipper. 'It's still so there!' and he smiled. 'I guess it's so true,' though any part of which most of the Pacific was under."



MAKE A NOTE  
FOR MEMORIAL DAY

If you go to the Memorial Day Race in Indianapolis, put at least on the new Bob Smith, Japan.

It's a 4 mile NW of town, and to meet a part you could hope to find. And, like any really big port, it has Gulf Aviation Products!

Because of the war, fish blank may be too busy (with the things that keep it busy) to get out of the water. So, to tell you about that hand-carrying, rough looking, Gulf-jack oil.

He may not have time to tell you about the Alcock Process—when after releasing cap that put extra carbon-forming and change-making hydrocarbons out of the already refined oil that becomes Gulf-jack.

But don't feel slighted—remember, Bob's going to be pretty busy.

And the next time you get down there, he may be able to tell you some things about Gulf-jack oil.

## LITTLE KNOWN FACTS DIFT.

"A 6-25 would have to make 150 standard flying line planes (60 lbs) to maintain its present 1000 lb carrying."

"That's the line of 2. 'Baz' by Charles Miller, of Sacramento, Cal. That's 'Punch' not only got a Commemorative of Pearl Harbor (Comm. rang), but more that he's got only 3 more to go for his Seven Punch Pilot's Commemorative! Have a list saved."

"It would take about 13 hours to fly from the True North Pole to the Mid North Pole in a light plane."

And Lieutenant L. Miller, S. J.C., New Mexico, Oklahoma, makes this "Mid-North" in the French verb.



LEFT OF CENTER?—

"Because in P.O.'s is headed by the end of the engine oil-cumulative, rather than by wing width or work-out."

You can also become a French Pilot! Send your Little Known Fact (with proof) to us at the above address. Now!

Gulf Oil Corporation and Gulf Refining Company...makers of



GOOD GULF AVIATION GASOLINE!

NEVER TAKE OFF WITHOUT CHECKING YOUR FUEL SYSTEM TO BE SURE YOU HAVE—



A. UNCLOSED VENTILATOR  
B. A VENT OPEN CONTROLS VALVE OR TANK-SILVER VALVE...



AND MOST IMPORTANT OF ALL—A TANK FULL OF GULF AVIATION GASOLINE!



GOOD GULF AVIATION GASOLINE!



## TRANSPORT

### 522 Planes in Domestic Service; Expect 1,095 by End of Next Year

New ATA figures show speed with which carriers have put added equipment in service; United tops field with ownership of 95 craft.

Dispatch with which the domestic airlines have placed in service the additional equipment they have acquired is apparent from an Air Transport Association announcement that these carriers had 522 planes in operation May 1, compared with 354 owned on April 1.

The figures, while inconclusive, show that the domestic operators expect to have about 500 planes by the end of this year, nearly 1,000 by mid-1947, and 1,095 by the end of the next year. The last six months of 1947 will be the period of heaviest anticipated delivery.

United Owns 95—The summary of aircraft owned and on order by the domestic air carriers—fully certified airlines are not included—shows that United, with 95 ships of which 25 were four-engine, owned the largest fleet as the April 1 date of compilation. American was second with 90, TWA third with 64, PCA fourth with 54, and Eastern fifth with 53.

It should be emphasized that these are planes owned, not the number in service. The latter has shown a large increase every month this year, 61 being leased in January, 424 in February, 444 in March and 459 in April.

Average seat capacity rose from 29.68 per plane on Jan. 1 to 35.94 May 1, while total seats available increased from 13,779 to approximately 13,800 during the same period. Estimates are that the 1,540 planes the airlines expect to have in domestic use by the end of 1947 will have a capacity of 32,456 seats, or an average of more than 35 per plane.

Plan Nine Service—Overseas U. S. flag carriers anticipate 126 planes in foreign service by the end of 1947, compared with 119 now operating. Estimates of TWA and Eastern capacity will run slightly over 42 to a plane for a total of 12,000.

Next estimates of the larger carrier domestic fleets by the first of

1948 show American with 25 Douglas DC-3's, 50 DC-4's, 44 DC-6's and 23 Convair 440's, Eastern with 54 DC-3's, 39 DC-4's, 49 Martin 212's, 14 Lockheed Constellations, PCA with 39 DC-3's, 20 DC-4's, 14 DC-6's and 59 Martin 212's, TWA with 66 DC-3's, 5 Boeing 307's, 50 Constellations and 18 unspecified Lockheed, United with 39 DC-3's, 25 DC-4's, 35 DC-6's and 10 Martin 303's. This is a total of 203 planes for American, 124 for Eastern, 129 for PCA, 391 for TWA and 333 for United.

Plane Types Listed—For all 17 domestic airlines listed, including All American Airlines, total planes of various types are as follows:

Plane Type	Owned	Total By Apr. 1, '46	End '47
DC-3	100	101	101
DC-4	100	101	101
DC-6	100	101	101
Convair 240's	100	101	101
Martin 212's	100	101	101
Martin 303's	100	101	101
Boeing 377's	100	101	101
Lockheed	100	101	101

Planes in possession of U. S. overseas operators or expected by the end of 1947 include two DC-3's, 12 DC-4's, 54 DC-6's, three DC-6's, five Convair 240's, three Boeing 307's, 35 Constellations, eight Boeing 314's, one Martin 130, 20 Boeing 377's, 10 Republic 44's, 10 Republic 44's, and 10 Convair 37's.

### Expect Italian Council Action On Joint Airline Proposal

TWA officials were hopeful that a Council of Ministers meeting in Italy late last week would endorse the setting up of the Italian airline, which TWA and the Italian Government are interested. The carrier, through its agent in Rome, has communicated with the Italian Government toward immediate removal of the word "exclusive" from its contract, which originally would have given the contemplated Italian company, Linee Aeree Italiane, sole rights to fly over specified routes in Italy, Sardinia and Sicily.

The action followed State Department's recent announcement (August 19, May 20) that it would not justify in advancing the Italian Government to proceed under the TWA-Italian agreement if its exclusive features were removed.



### CHECKS BY AIR FREIGHT

Bank of America's Los Angeles office is air freighting an estimated \$2,000,000 worth of checks daily to the New York Clearing House in an experiment that may lead to an exchange of billions of dollars in "float" money between eastern and western banks by this method. A bank spokesman said it is possible for a check deposited on the West Coast in the morning to be presented for clearance at the New York Clearing House simultaneously with a check deposited in New York City on the same day. First month of the test showed a saving to the bank of \$250 in the difference between air freight and air express charges. Preparing a shipment (see photograph) are, left to right, A. K. Newland, assistant vice-president, Los Angeles central office, Bank of America; Fred Schmit, in charge of the bank's aviation division, and E. C. Miller, American's regional cargo manager, who is credited with selling the idea.

(date removal) of the word "exclusive" from its contract, which originally would have given the contemplated Italian company, Linee Aeree Italiane, sole rights to fly over specified routes in Italy, Sardinia and Sicily.

The action followed State Department's recent announcement (August 19, May 20) that it would not justify in advancing the Italian Government to proceed under the TWA-Italian agreement if its exclusive features were removed.

## PICAO Meet Hears U. S. Policies; Russians Still Among Absentees

Burden presents 9-point program at opening of three-week meeting; observers believe permanent organization will be established without Soviets.

Fast—and possibly last—meeting of the Provisional International Civil Aviation Organization opened last week in Montreal's Windsor Hotel with Russia a notable absentee. The Soviet had been invited but had declined, as was the case at the organizational meeting in Chicago in late 1944. That it might be the last meeting was the hope expressed by U. S. delegate Wm. A. M. Burden, who urged formation of the permanent organization slated to succeed PICAO.

Attendance at the opening session included 26 of the 56 member states, five non-member observers, and representatives of eight other international organizations. Among member-states was Bolivia, notice of whose ratification of the interim agreement was received the day before.

Opening ceremonies featured addresses of welcome by Hon. C. D. Howe, Canada's Minister of Reconstruction & Supply and leader of the Canadian delegation; Hon. Paul Bonin, Quebec Minister of Trade & Commerce; and Mayor Corbin of Montreal.

Notable in all their speeches was a strong bid for Montreal as the seat of permanent organization. Present assembly will select the site, if it considers the required 36 ratifications of the permanent convention are likely to be in during the coming year.

**Leaders Outline Policies.**—Following the official addresses, leaders of seven delegations outlined briefly the policies of their governments with respect to the questions to be discussed.

William A. M. Burden, head of

the U. S. Group, urged in his policy statement:

1. Caution on problem of a multilateral agreement on commercial rights to international aviation (though problem left undecided at Chicago).

Mr. Burden asserted that our present concern is over possibility that universal desire of all of us to develop a multilateral agreement will lead us to move too quickly on matters of tremendous importance without sufficient international background.

He emphasized: "An agreement on commercial rights proposed for international acceptance must have universal approval and must not merely be an approval of compromise. I believe that the future of PICAO and the permanent organization depends largely on the approval of sound judgment in this matter."

2. Widest possible participation in PICAO by all United Nations.

3. Speedy ratification of permanent convention, with hope that better part of many more weeks later ratifications will have been taken by us as well as by other countries.

4. Immediate filing of suit left voted on recently, in hope that Russia might eventually join PICAO.

5. Choosing site for permanent organization at present meeting.

6. Development of a complete plan for establishment and financing of air navigation facilities throughout world.

7. Simplification of customs, immigration, public health, and other procedures, in order to facilitate international air transport.

8. Development of equitable and efficient machinery for settlement of disputes between nations regarding interpretation of the various agreements.

9. Participation of any discussion on PICAO's relationship with ICAO as premature until latter organization establishes its own policy on general question of relations with other organizations.

### Air Express Increase

Average distance for air express shipments has remained fairly constant at 1,108 miles, the 1945 figure, for the last several years, according to Air Express Division of Railway Express Agency. Air express tonnage has increased almost two-fold in seven years. Last year's figures show \$8,467,744 top-value of air express flown against \$3,175,850 in 1938, first year of ton-mile computations.

## Wage Board Scope Is Main Strike Issue

Beltsack warns TWA dispute need of action, NAAU and Transair want Board to handle entire pay problem.

Testimony before the President's fact-finding board on the airlines pilots' threatened strike against TWA and their over-all demands for higher pay indicates the controversy has narrowed down to one basic issue.

David L. Beltsack, ALPA president, insists on constabulary of the TWA case alone, whereas the National Mediation Board, and the President, officially questioned to the fact-finding board the whole question of pay and working conditions on 4-engine planes.

ALPA's lawyers claim that railroad union negotiates with collective employers only with consent of employees. Since the pilots have not consented to deal with the airline wage committee, which represents collective employers, the fact-finding board has no right to hear the airlines committee, or to consider any other than the TWA dispute.

The fact-finding board, holding hearings in New York, has knowledge that others than the TWA dispute do exist, as in the making, and feels that it should make recommendations covering them all. Apparently the board can find no clear precedent in law to guide its procedure in this dilemma.

A spokesman for the airline says his group is determined to have all disputes settled by its wage committee, whether one at a time or all together.

The Committee now has power of



### TWA OFFICIALS DECORATED:

A group of TWA officials have been decorated for their part in establishing scheduled air service between the U. S. and Italy and assistance in restoration of air service within Italy. Recipients include Jack Faye (center), president; Julius C. Holmes (left), president of TACA and former TWA vice-president; Gus P. Brown, vice-president; Harold F. Blackburn, director of TWA's Atlantic route; Gene Henshaw, director of traffic; international division; Gus Gies, T. B. Wilson, chairman of the Board; Construction de Stockholm; Wilson's assistant Edward Bolton, assistant to Brown; George Lankau, assistant to Blackburn; and Maj. Gen. Arthur R. Wilson, European director for TWA. The ceremony of the board and European director are absent. Presentation was made at the Italian embassy in Washington by Ambassador Alberto Tomassini (right).

attorney to act for 16 airlines in all. Mid-Central, Continental and Eastern having been added to the original 13—in negotiation on two-engine equipment, with CAB approval.

An ex-service man on the West Coast has organized an air corps veterans group, and has been petitioning that the airlines have his pilots at rates reach lower than those now paid airline pilots. The airlines committee has ignored his suggestion so far, representing a desire to settle the dispute with their present pilots. Informed opinion is that ALPA will use a wage increase, considerably less than the asking figure.

### Service to Antipodes

**SYDNEY.** Australia's (McGraw-Hill World News)—Two-weekly flying boat service between Australia and England was started this month by Qantas, Australian airline, which hopes to stop up the number of flights to three a week by the end of June. The flying boats make the trip in 5½ days.

## J. M. Landis Approved By Senate Committee

Nomination of James M. Landis to membership on the Civil Aeronautics Board was approved unanimously by the Senate Commerce Committee last week, following public hearing at which Landis supplied answers with some of his views on international air policy. The Senate was expected to reaffirm his appointment before the week was out.

Landis took the position that the question whether the President has authority to try-pass the CAB and award foreign lines U. S. operating routes through consular agreement "will be an open issue" in the absence of a court decision. He refused to say whether he will sit on the CAB.

On one critical point, Landis agreed with members of the Senate Commerce Committee that if action is taken to circumvent powers vested in CAB by law it must take the form of either a treaty, subject



### CAB, MAIL OFFICIALS VISIT BELL:

Officials of the Civil Aeronautics Board and Post Office Department are observing during a recent inspection of Bell Aircraft's helicopter program at the Niagara Falls airport plant. Left to right in front of the four-passenger Model 40 are Joseph B. Dickinson, director of CAB's Safety Bureau; Russell S. Adams, director of the CAB Economic Bureau; President Lawrence D. Bell; Clarence M. Young, CAB member; Robert S. Burgeon, the Department's Superintendent of Air Mail; and Stephen W. O'Donnell, assistant to Civil Aeronautics Board's General.

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to approval by two-thirds of the Senate, or of a supermajority law "It should not be effected by executive agreement," Laddie declared.

Although the members did not so state explicitly, some members of the Committee interpreted his position as coinciding with their stand that the Bernado Anglo-American air agreement and other sensitive agreements of the same type are illegal because they are voidable under authority to act individually and hold public hearings on certificates to foreign operations.

### Rail Strike Crisis Plan Will Mobilize Planes

The railroad crisis last week found the Office of Defense Transportation ready to re-install a private system on the railroads and throw all available military air transport equipment into civilian service.

ODT hoped to mobilize enough civil, Army and Navy equipment to move about 1,500 airplanes per day, if such action was required, permitting only essential air travel and devoting nearly all plane space to medical supplies and services, fuels, and other necessities. When it would take precedence over other cargo had not been decided.

Plans for a possible emergency brought sudden realization of the extent to which air operations depend heavily on rail-based gasoline. Truck deliveries of gasoline to airport pumps came exclusively from stocks delivered by rail. Spokenman said that a rail strike might make it necessary for the Army to operate enough tanks to haul aviation gasoline as was then essential to the civilian economy.

While declining to outline details of its emergency plan, ODT said a "swarm" group, including automotive, waterway, airlines and Army and Navy air transport, had met in Washington to form a coordinated emergency transportation system.

### IATA Conference

The International Air Transport Association, whose executive committee met in Montreal earlier this month, has scheduled the following conferences: July 28 at Paris, Europe-South American route conference; Sept. 17 at Rio de Janeiro, Western traffic conference; Nov. 12 at Johannesburg, African traffic conference; Jan. 14 at Sydney, Asia-Pacific traffic conference.

### Pan-Am Charges TACA Subterfuge

Colombia TACA ship slipping into Latin America through legal loopholes.

Pan American Airways accused TACA of using subterfuge to obtain services to Latin America through TACA, asserting that TWA is taking advantage of a loophole in the Chicago conference international air transport agreements of 1944 to obtain a franchise without proving public convenience and necessity.

The charge was made during an argument on TACA, S. A.'s application for routes between San Salvador and Mexico and New Orleans to the House subcommittee of El Salvador, which is a party to the Chicago agreement.

TACA, S. A. is 90 percent owned by TACA Airways, S. A., a Pan-American company, which in turn has 75 percent of its stock owned by U. S. citizens including over 27 percent by TWA. Pan American said, adding that in reality over 46 percent of TACA Airways, S. A. stock is subject to TWA control.

Pan-Am charges—Colombia: CAA makes full use of its powers under the Civil Aeronautics Act and denies TACA's application, Pan American continued, American citizens are engaging an airline under the laws of any foreign country which has a reciprocal agreement with the U. S. and then demand foreign air carrier permit from the Board in accordance with the pact.

The loophole referred to by PAA was a change in an original requirement of the Chicago agreement. Initially, the chosen interests of the parties to the reciprocal pact had to be controlled by nationals of the country whose flag they carried. Under the revision, as suggested by the Salvadoran delegate to the conference, control was permitted by nationals of any signatory of the Chicago agreement.

TACA contended that CAA must act in conformity with Section 1132 of the Civil Aeronautics Act which provides that the Board shall exercise its powers consistent with any statement issued by the U. S. in any treaty, convention or agreement. Since the State Department has approved the reciprocal air transport agreement with El Salvador, TACA continued, CAA should not refuse the party by refusing to grant a license air service permit to El Salvador's chosen instrument.

TACA Resists Control—While de-

### TACA Squabble

Latest alterations in the reciprocal routes between TACA Airways and Pan American Airways in TACA's charge that Agency PAA affords a special privilege under the laws of Colombia. A TACA attorney, in recent oral argument before CAA, asserted that Colombian statutes require that no part of any air transport company to the country be owned by Colombian individuals, but that American-owned Pan American Airways is owned 40 per cent by PAA and 12 per cent by a German national. Both TACA, through TACA de Colombia and American are applicants for a Colombia-New York route.

ing it was controlled by TWA. TACA said that even if this were the case the Board should not refuse the application inasmuch as it could later issue a directing order reducing TWA's interest.

Another attorney asserted that PAA's position with a statement that TACA's application "is nothing more than a deceptive device by TWA to obtain a foreign route." Pan American asserted also that if the route is granted to TACA, the way would be clear for virtual freedom of the air in the Caribbean area, with carriers of the U. S., British, French, Dutch, Belgian, Canadian, Colombian, Brazilian, Cuban and all the Central American countries being granted equal under reciprocity and competing for business sufficient to support only a few.

### Speedy Senate Action Seen on Air Mail Cur

Encouraged by recent House action, the Post Office Department was hopeful last week that the Senate would give its approval within the next few days to a measure increasing airmail postage from 4 to 5 cents on a piece. The House passed the bill without a dissenting vote. Department officials made an urgent plea to the Senate Post Office Committee to accept the House findings on the legislation, substantiating repetition of testimony presented at House hearings.

In the meantime, the Department proceeded with its studies of helicopter possibilities in local air mail routes. Postal inspectors obtaining data in Los Angeles were to stop in Chicago on their way back

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TRANSPORT—31





## Big Step Toward Local Service

THE BUREAU report submitted to the Civil Aeronautics Board by examiner Thomas L. Wrenn, recommending many thousands of miles of new routes and additional slots on present airways in the Tennessee-Oklahoma proceeding, is the most significant document that ever came from the CAB staff on the subject of local services. Although it was released several weeks ago, the timeliness of the proceeding and the size of the report have combined to encourage public and industry understanding of the importance of Mr. Wrenn's proposals.

Several previous examiners' reports, because they reflected wartime exigencies and public opinion, have underestimated the demand for local air service. The same may be said for one or two of the Board's earlier line decisions.

Examiner Wrenn, however, has had sufficient time to interpret the postwar picture, and has in his report proposed more miles of new domestic air service than any other examiner in any other case in the history of the Civil Aeronautics Act.

There is no better test area for feeder lines in the country than the great Tennessee-Oklahoma plain. It is undergoing rapid growth and development. Towns along the flat expanse showed an increase of nearly a third in its population. There is wide variation in the territory, from well-populated urban areas to isolated ranch, agricultural and waste lands, all of which must be traversed. There is wealth in the soil and much arable land. There are rugged mountains which discourage ground transport. The region has excellent flying weather the year around. The citizens are well-served, progressive, accustomed to travel hundreds of miles a day, and are ready to pay for the fastest available transportation. But not bus transportation is ubiquitous and infrequent. Private motor car, in recent years, has been the favorite means. Aviation has been used more recently but the air network is far behind the region's needs.



We hope the members of the Civil Aeronautics Board show as much resolution of the problems at the outset as its courageous examiner in the Tennessee-Oklahoma case. The Board is already committed to a three-year test period for local airways. That test must be on a scale of sufficient breadth to bring out the maximum advantages to the public.

## Aircraft Recordation Mess

SOME ITERATIONS of the preponderance of public sentiment for simplification of aircraft and pilot registration procedures by the Civil Aeronautics Administration is apparent in the latest returns from a nation-wide poll conducted by United Pilots & Mechanics Association.

UPMA's suggestion would simplify aircraft registration by consolidating what are now a separate application for registration and another document for the bill of sale. A short form bill of sale would be printed on the back of the registration certificate, so a already done by the Civil Board in cases of private boats. UPMA would demand on the bill of sale only the name and address of the purchaser, signature of the seller before a notary public, and the date. Several transfers could be provided for on the same certificate. The application for registration would be greatly simplified over CAA's present format. The certificate itself would serve as the certificate of ownership, as in the case of an automobile title. Three percent CAA forms would be eliminated. UPMA points out, so that CAA personnel would be released from three-fifths of their present paper work. "They would devote the time saved to cleaning up the backlog of registrations that has piled up in the last 12 months."

Meanwhile, the automation points out that aircraft owners are reporting delays of from 44 days to six months in receiving new registration certificates. Most of these appearing to be caused by improper execution of the complicated forms, failure of the owner to realize that a differential time is required for each successive step in transfer of ownership and registration, and clerical errors made in drawing up the papers now required.

Of the first 500 ballots received from plane owners, aircraft service operators, and others, UPMA reports 84.8% strongly favor simplifying the process. Only three were against it.

The recordation news became so hot several months ago that high CAA officials asked outside sources for help, and a plan has already been suggested. It is not known at this time whether full enough cooperation can be obtained from CAA's lower echelon staffs to put the new system in effect in time to meet a deadline about a month off. At least a few top CAA men are trying to do something about it.

Like so many other CAA problems, despite best intentions by top officials, however, this one depends on full cooperation from red-tape-minded employees, many of them used for present duties and unwilling to promote efficiency because it may mean fewer employees for a given section or bureau. Yet, these advocates of efficiency—according to CAA officials—must be rejoined with able workers because of stringent civil service regulations.

ROBERT H. WOOD

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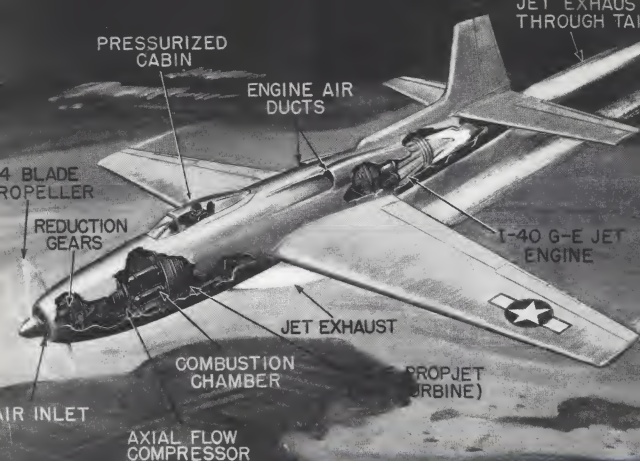
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## BUILT-IN TAILWINDS

First plane ever to fly with a gas turbine designed for propeller drive—plus a jet engine, is the Consolidated Vultee XP-81 announced recently by the Army Air Forces.

The G-E propeller-drive gas turbine (TG-100) is in the nose, the I-40 jet engine between cockpit and tail. Together they can produce nearly as much power as all four reciprocating engines on a Superfortress! They make this plane one of the most powerful fighters in the world, giving maximum performance from quick take-off to stratosphere, sustained high speed, high maneuverability, long range, extremely sharp angle of climb, and minimum of vibration. At

high altitudes the cabin is pressurized and heated from the power plants.

The propeller-drive gas turbine is used primarily for cruising, because it is more economical in fuel consumption than the I-40. However, for that extra "punch" or needed "tailwind" the I-40 provides 4,200 pounds of thrust. The same fuel, kerosene, is used for both these light weight, powerful engines, which are the forerunners of those to be used someday on huge civilian transports. Indeed, this is one of the goals for which our engineers are aiming. They will be glad to discuss developments with you. *Apparatus Dept., General Electric Company, Schenectady 5, N. Y.*



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